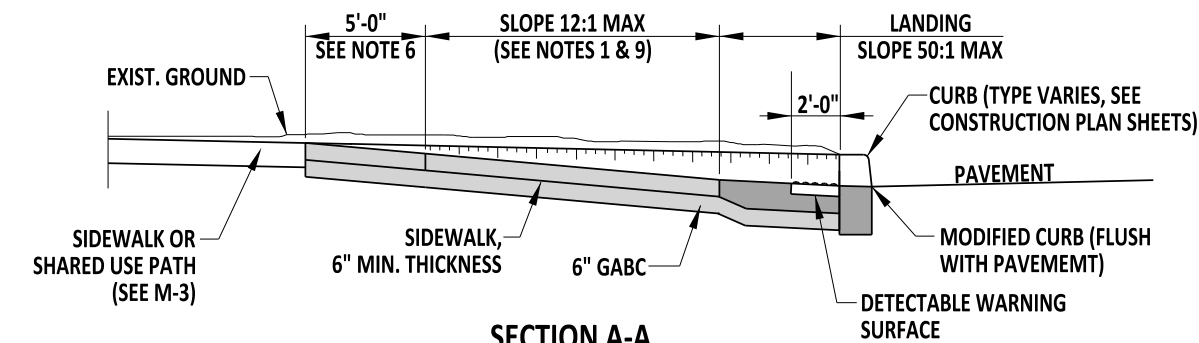
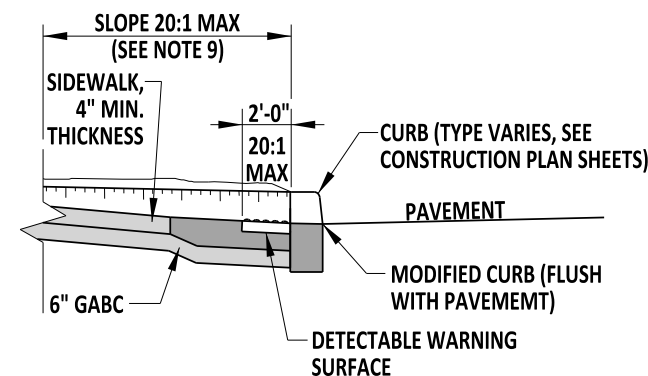


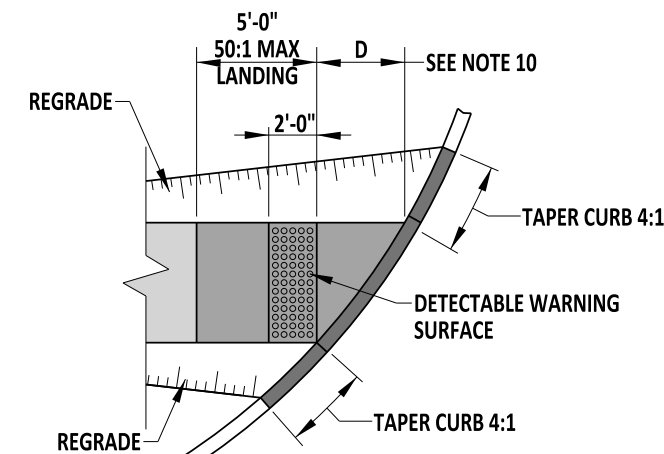
PLAN



SECTION A-A



SECTION A-A
BLENDED TRANSITION

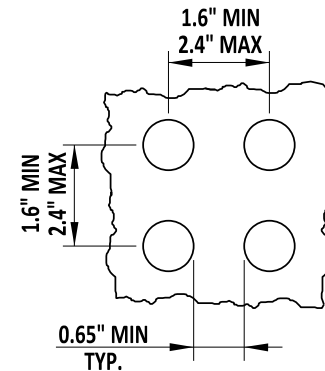
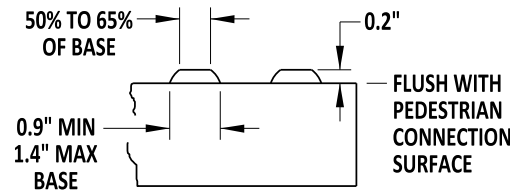


DETECTABLE WARNING SURFACE
ON CURVE

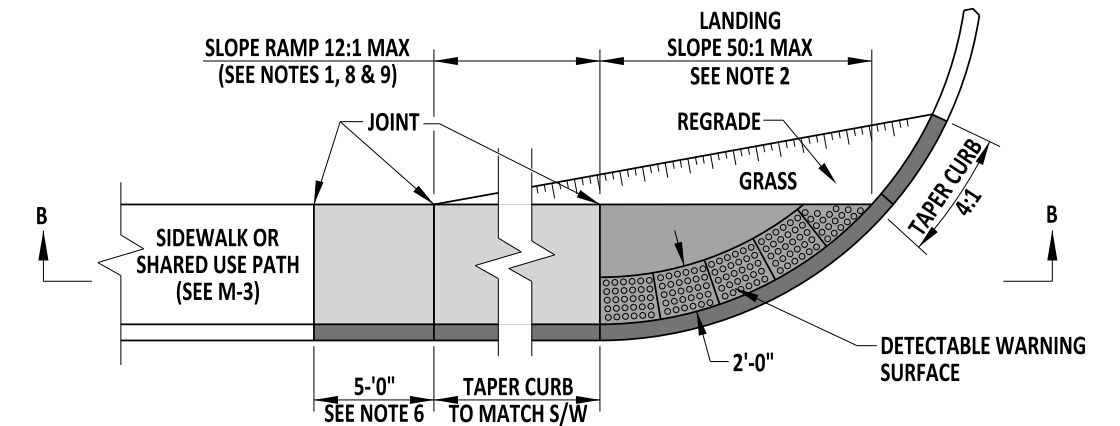
PEDESTRIAN CONNECTION, TYPE 1

NOTES:

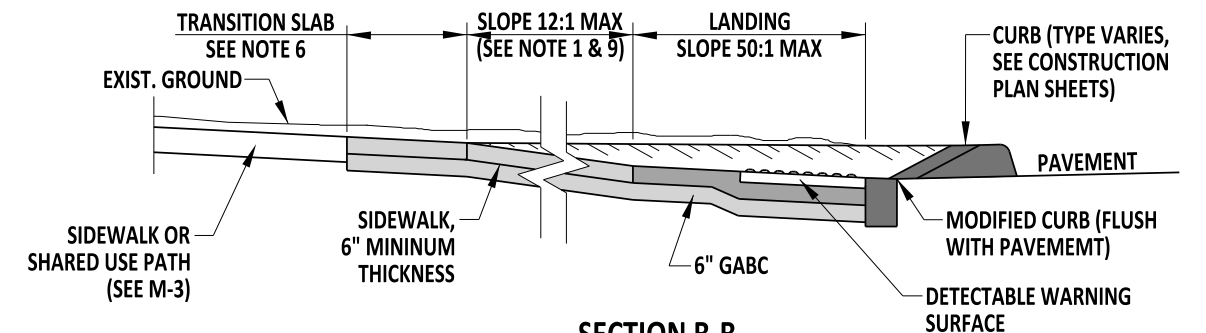
- A). EXTEND THE DETECTABLE WARNING SYSTEM AT LEAST 2'-0" IN LENGTH, MEASURED IN THE DIRECTION OF TRAVEL, FROM THE BACK OF THE DEPRESSED CURB ALONG THE PEDESTRIAN CONNECTION SURFACE.
- B). SEE SPECIFICATION FOR ADDITIONAL INFORMATION.



DETECTABLE WARNING
SURFACE DETAILS



PLAN (ADJACENT TO CURB)



SECTION B-B

NOTES:

- 1). FOR ALTERATIONS WHERE THE MAXIMUM ALLOWABLE 12:1 RUNNING SLOPE WILL NOT MEET THE EXISTING SIDEWALK GRADE WITHIN A LENGTH OF 15'-0" BEYOND THE LANDING, THE SLOPED SEGMENT OF THE PEDESTRIAN CONNECTION MAY BE LIMITED TO 15'-0" AT A CONSTANT SLOPE, AND ALLOWED TO EXCEED THE 12:1 MAXIMUM SLOPE.
- 2). APPLY A 50:1 (2%) MAXIMUM CROSS SLOPE TO SIDEWALK, SHARED USE PATHS AND PEDESTRIAN CONNECTIONS. THE PEDESTRIAN CONNECTION CROSS SLOPE IS NOT TO EXCEED THE SLOPE OF THE ADJACENT ROADWAY IN ACCORDANCE WITH THE LATEST VERSION OF THE PEDESTRIAN ACCESSIBILITY STANDARDS.
- 3). A 6:1 GRADE IS REQUIRED FOR A MINIMUM OF 2'-0" ADJACENT TO THE PEDESTRIAN CONNECTION IN ACCORDANCE WITH M-3, SHEET 1.
- 4). THE MAXIMUM ALGEBRAIC DIFFERENCE IN GRADE BETWEEN THE PEDESTRIAN CONNECTION OR MODIFIED CURB FROM THE PEDESTRIAN CONNECTION TO THE PAVEMENT SHALL NOT EXCEED 13.3%, WITH A MAXIMUM OF 8.3% ON THE PEDESTRIAN CONNECTION AND A MAXIMUM OF 5% ON THE PAVEMENT IN THE DIRECTION OF TRAVEL. SEE DETAIL C-1, SHEET 3 OF 4.
- 5). DELINEATE THE LANDING AREA WITH JOINTS.
- 6). FOR 3-R REHABILITATION WORK, PLACE TRANSITION SLAB FROM THE NEW PEDESTRIAN CONNECTION TO THE EXISTING SIDEWALK WHEN THE EXISTING SIDEWALK HAS A NON-CONFORMING CROSS SLOPE OR WIDTH.
- 7). REFER TO THE DE MUTCD FOR DETAILS REGARDING THE LOCATION OF PEDESTRIAN PUSH BUTTONS.
- 8). LAYOUT JOINTS AND EXPANSION IN ACCORDANCE WITH M-3, SHEET 1 OF 1.
- 9). IF THE RUNNING SLOPE OF THE PEDESTRIAN CONNECTION IS 5% (20:1) OR LESS WITH NO REQUIRED TURNING MOVEMENTS, THE LANDING CAN BE OMITTED AS IT IS A BLENDED TRANSITION. DETECTABLE WARNING SURFACE TO BE INSTALLED AS DIRECTED BY THE ENGINEER.
- 10). FOR INSTALLATIONS ON A RADIUS AND WHEN DIMENSION D IS LESS THAN 5'-0", THE DETECTABLE WARNING SURFACE SHALL BE INSTALLED AT THE INTERSECTION OF THE BACK OF THE CURB AND THE BEGINNING OF THE FULL WIDTH OF THE PEDESTRIAN ACCESS ROUTE. THE DETECTABLE WARNING SURFACE SHALL BE INSTALLED PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL AND BE THE FULL WIDTH OF THE PEDESTRIAN ACCESS ROUTE.
- 11). WHERE THERE IS NO DEPRESSED CURB AT A CUT-THROUGH OF PEDESTRIAN CONNECTION, INSTALL THE DETECTABLE WARNING SURFACE A MINIMUM OF 8" FROM THE PAVEMENT EDGE. WHERE THERE IS DEPRESSED CURB, INSTALL THE DETECTABLE WARNING SURFACE DIRECTLY BEHIND THE FULL WIDTH OF THE DEPRESSED CURB.



ENGINEERING SUPPORT
RECOMMENDED
DATE 09/01/2020

PEDESTRIAN CONNECTION, TYPE 1

STANDARD NO.

C-2 (2020)

SHT. 1

OF 3

REVIEWED

DEPUTY DIRECTOR - DESIGN
DATE 09/01/2020

APPROVED

CHIEF ENGINEER
DATE 09/01/2020